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PRESTON :  
R. SEED & SONS, Printers, 43 Guildhall Street.  
1937.

## Port Sanitary Administration.

### PORT SANITARY DISTRICT.

The Port Sanitary district of Preston extends from Formby Point on the south, to a point about 2,350 yards south of the Victoria Pier, South Shore, Blackpool, on the north. The dock, which is 3,200 feet long by 600 feet wide, covers 40 acres, and is approached by the entrance basin, 850 feet long by 300 feet wide, which covers  $4\frac{3}{4}$  acres.

The communicating locks are 550 feet long and 66 feet wide, with a depth of 29 feet 6 inches at high water ordinary spring tide. The docks are situated in the Borough, and are about 16 miles up the River Ribble from deep water at the bar.

The quays are  $1\frac{1}{2}$  miles long. There are 170 acres of storage ground and 37,489 superficial yards of covered floor space.

The dock is equipped with hydraulic and steam cranes, and has ample railway facilities.

The cattle lairage accommodates 800 cattle, and 1,600 sheep or pigs.

New Dock Offices giving every facility for administration were opened in February, 1936.

Table A.

#### 1. Amount of Shipping entering the Port Sanitary District during the Year 1936.

		Number	Tonnage	Number Inspected		Number reported to be defective	Number on which defects were remedied
				By the Med. Officer of Health	By the Sanitary Inspector		
Foreign	Steamers	212	268860	13	212	134	131
	*Motor	16	56081	4	16	...	...
	Sailing	...	...	...	...	...	...
Total Foreign		228	324941	17	228	134	131
Coastwise	Steamers	1278	224188	35	1197	178	170
	*Motor	19	5737	3	19	...	...
	†Sailing	1	70	...	1	...	...
Total Coastwise		1298	229995	38	1217	178	170
Total Foreign and Coastwise		1526	554936	55	1445	312	301

Number of vessels reported as having, or having had during the voyage, infectious disease on board—NIL.

\*Includes mechanically-propelled vessels other than steamers.

†Does not include eight flats.

Table B.

**2. Character of Trade of Port.**

(a) There is no passenger traffic.

(b) The principal imports are timber, wood-pulp, stone, china clay, live stock, cement, motor spirit, slates, roof-tiles, round timber, grain, sugar, bog ore, bitumen, paper.

The principal exports are coal, coke, machinery and salt cake.

(c) Vessels arrive from :— Esthonia, Norway, Sweden, Denmark, Finland, Canada, U.S.A., Russia, Poland, Yugo-Slavia, Dutch West Indies, Persian Gulf, Belgium, Holland, France, Germany, Spain, and Cuba.

**3. Source of Water Supply.**

(a) The port derives its water from the town supply, an upland surface water of good quality.

(b) Vessels are supplied from the above source.

(c) Water boats are not used.

**4. Port Sanitary Regulations, 1933.**

Declaration Forms are supplied to H.M. Customs Officers, who deliver, collect, and forward them to the Port Sanitary Authority.

All vessels are boarded by the Port Sanitary Inspector and some by the Port Medical Officer.

The following arrangements for notification of the Port Sanitary Authority of the arrival of inward vessels requiring special attention are in operation.

H.M. Customs and the Pilots are in touch with shipbrokers who have wireless and other information as to probable time of arrival.

The barge repair dépôt in the river just below Lytham about  $9\frac{1}{2}$  miles from Preston, is in telephonic communication with H.M. Customs and the Pilots.

In view of the fact that the Port Sanitary Regulations, 1933, made by the Minister of Health superseded the regulations for removal to hospital of persons brought within the district of the Authority, by any ship or boat, who are infected with a dangerous and infectious disorder, made by the Council on the 25th July, 1912, it was resolved—

(1) That the above-mentioned regulations made by the Council be revoked.

(2) That the Council acting as the Port Sanitary Authority for the Port of Preston, do hereby establish, under Article 10 of the Port Sanitary Regulations, 1933, the undermentioned mooring stations for ships arriving at Preston, viz. :—

(a) One of the mooring buoys in the centre of the Albert Edward Dock;

(b) “ breasted off ” at the place of mooring, discharge or loading.

- (3) That the mooring place referred to at (a) above is for "infected" or "suspected" ships; and that at (b) for all other unhealthy ships.
- (4) That a standing exemption from detention under Article 14 be granted by the Medical Officer of Health in respect of ships with infectious diseases other than cholera, plague, yellow fever and smallpox on board, and ships otherwise clean arriving from ports in areas listed under Article 11.

When necessary, printed cards or forms are issued as by Article XXI of the Cholera, Plague and Yellow Fever Regulations, 1908, and Article VII of the Port Sanitary Authorities (Infectious Diseases) Regulations, 1920.

The following arrangements for the disposal of cases of infectious disease and for observation or surveillance of contacts are in being.

Cases of infectious disease are removed to a special ward at the Borough Isolation Hospital approved for the purpose by the Ministry of Health.

Contacts will be kept under observation or surveillance on the ship by the Port Medical Officer.

Infected quarters are disinfected by fumigation by sulphur dioxide by the Port Sanitary Inspector. Infected bedding and clothing are removed by van to the Corporation Disinfecting Station in Argyll Road.

Cleansing of persons is carried out at the above station.

Ambulance facilities are provided from the Isolation Hospital.

Bacteriological examinations are carried out at the Public Health Laboratory, Manchester, and at the Preston Royal Infirmary.

### **Venereal Disease.**

Enquiries as to the existence of these diseases are made by the Port Sanitary Inspector. Leaflets and posters printed in English, Norwegian and Swedish are distributed and displayed. Treatment, free of cost, is provided at the Preston Royal Infirmary.

Arrangements for the interment of a deceased member of the crew of any vessel, are left in the hands of the agent concerned.

Tables C. and D.

There were no cases of infectious disease landed from vessels, nor were any such cases reported to have occurred during the voyage.



## Report of Port Sanitary Work for the Year 1936.

Foreign	{	Steamships inspected	...	...	...	...	217
		Sailing Vessels inspected	...	...	...	...	—
		Motor Boats inspected	...	...	...	...	16
		Re-inspections	...	...	...	...	296
Coastwise	{	Steamships inspected	...	...	...	...	1192
		Sailing Vessels inspected	...	...	...	...	1
		Motor Boats inspected	...	...	...	...	19
		Re-inspections	...	...	...	...	598
Condition of all Vessels inspected	{	Good	...	...	...	...	1133
		Defective	{ Foreign 134 Coastwise 178 }				312
Foreign— 8 Wear and Tear ; 397 Dirty.		{ Total				887	
Coastwise—19 Wear and Tear ; 463 Dirty.							

## DEFECTS REMEDIED—

Forecastle re-painted	...	...	...	...	...	...	—
„ cleansed	...	...	...	...	...	...	177
Dirty Lockers, Washhouses, Store Rooms, etc., cleansed	...	...	...	...	...	...	283
Foul Water Tanks cleansed...	...	...	...	...	...	...	14
Foul and defective W.C.'s cleansed and repaired	...	...	...	...	...	...	274
Accumulations of Offensive Rubbish removed	...	...	...	...	...	...	63
Damp Quarters remedied	...	...	...	...	...	...	—
Leaky Decks overhead caulked and Defective Hawse Pipes repaired	...	...	...	...	...	...	2
Defective Port-lights, Sky-lights and Dead-lights remedied	...	...	...	...	...	...	7
Defective Lavatory Waste Pipes, and Ventilators repaired	...	...	...	...	...	...	—
Defective Stove replaced	...	...	...	...	...	...	—
Dirty Galleys cleansed	...	...	...	...	...	...	42
Dirty Chain Lockers	...	...	...	...	...	...	—
Total							862

## 5. Measures against Rodents.

Steps taken for detection of rat plague.

Enquiries are made by the Port Sanitary Inspector and the rat-catcher as to mortality among rats. Daily observation is made by the rat-catcher—a whole-time man, and any undue mortality reported to the Port Medical Officer who makes the necessary arrangements with the Laboratory of the Preston Royal Infirmary, for bacteriological examinations.

The passage of rats between ship and shore is prevented by rat guards placed on cables.

Ships are deratised mainly by dogs, ferrets and traps, in some instances supplemented by fumigation by means of sulphur dioxide.

Premises in the vicinity of the ships are subject to daily poison baiting. Lithographer's varnish, traps, dogs and ferrets also being used.

The following is a summary of his work :—

Poisoned baits set	...	...	...	...	...	5804
Caught by traps on board ship	...	...	...	...	...	85
Caught by traps, dogs and ferrets in dock premises	...	...	...	...	...	1317
Found killed by poisoned baits and lithographer's varnish	...	...	...	...	...	2512
Total rats killed						3914

The major part of the ground floor space in the warehouses is constructed of concrete.

No action has been taken to extend rat-proofing of ships or on shore.

### Rats Destroyed During the Year.

Table E.

(1) On Vessels.

[illegible]

Table F.

(2) On Docks, Quays, Wharves and Warehouses.

[illegible]



Table F. (continued).

By Baits.								By Traps or Dogs			By other Methods.		Total
Phosphorus		Squills		Barium		Varnish		Warehouses	Ships	Docks	Warehouses	Docks	
Set	Taken	Set	Taken	Set	Taken	Set	Caught						
1936	806	1984	893	1884	813	...	...	1312	85	5	...	<div>Set 5804 Taken 3914</div>	

Table G.

Measures of Rat Destruction on Plague "infected" or "suspected" vessels, or vessels from Plague infected ports, arriving in Port during the year. (Nil).

Table H.

This Port is not on the list of "Authorised Ports," for the granting of Deratisation Certificates.

#### 6. The Hygiene of Crew's Spaces.

In many of the vessels arriving in Preston the crew's spaces, particularly as regards air space, ventilation and lighting, are far from satisfactory. The Scandinavian ships on the other hand are as a rule well designed and form a marked contrast.

In my opinion, action by the Board of Trade with regard to crew's quarters is urgently needed.

Table J.

Classification of Nuisances.

Nationality of Vessels	Number Inspected during Year	Defects of Original Construction	Structural Defects through Wear and Tear	Dirt, Vermin and Other Conditions prejudicial to Health
British ...	1217	Nil	19	463
Other Nations ...	228	Nil	8	397

## 7. Food Inspection.

Public Health Imported Food Regulations, 1925.  
 Public Health Imported Milk Regulations, 1926.  
 Public Health Preservatives in Food Regulations, 1925-1927.  
 Merchandise Marks Act, 1926.  
 No food to which these regulations apply enters this port.

### **Public Health (Regulations as to Food) Act, 1907.**

LIST OF IMPORTED ARTICLES INSPECTED.

Indian Corn, Wheat, Sugar, Potatoes.

LIST AND WEIGHT OF ARTICLES CONDEMNED AND DESTROYED.

Nil.

### **The Preston (Shell Fish) Regulations, 1923.**

These regulations forbidding the picking of mussels for human food, in the estuary of the River Ribble, came into force in October, 1923. Since then placards have been posted in prominent places on both sides of the river and at Preston. The placards and notices were renewed during 1936, and were supplemented by others warning the public against the danger of their being used for human consumption. All the fishermen on both the north and south sides of the river and at Preston have been served with copies of the notices. The mussel beds have been visited regularly by Inspector Henry S. Holden, who paid 14 visits to these beds during 1936. During the past year special precautions were taken regarding the inspection of cockles brought by the boats and conveyances from the Ribble beds, with a view to ascertaining the presence of mussels amongst them. Tanks have been constructed at Lytham for the cleansing of mussels, and are being freely used for the benefit of fishermen at both sides of the river.

### **Canal Boats Acts, 1877 and 1884.**

Since the opening of the canal in 1878, 59 boats have been registered and 43 cancelled, thereby leaving 16 still on the register, of these 3 are stationed at Lancaster and do not visit the Preston end of the Canal. Thirteen boats were inspected, and 170 re-inspections were made.

The number of infringements of regulations total 26, and were satisfactorily dealt with. They related to painting and general dilapidations. Legal proceedings were not necessary in any instance.

The condition of the boats as regards cleanliness was satisfactory. Of the 35 persons in occupation in 1936, 17 were adult males, 9 were adult females, and 9 were children; seven were children under school age. There has not been any case of infectious disease during the year.

The work of inspection has been carried out by Inspector Holden in addition to his work as Port Sanitary Inspector, and no special remuneration was provided for this part of his work.



